

FISHING NEWS



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HINT OF COD WAR TRUCE

Boston Concord returned home early from her latest Icelandic trip and ended up being put on sale. The side trawler is only 11-years-old.

Concord's last trip for Boston

BOSTON Deep Sea Fisheries of Grimsby has decided not to put the crew of its trawler *Boston Concord* before the Grimsby Port Disciplinary Committee for refusing to fish in Icelandic waters.

As an indirect result of this action, however, the big side trawler arrived home and was put up for sale.

Boston Concord had been out only 14 days when she arrived back at Grimsby on April 12 with a catch of 163 kgs which grossed £3,763.

The crew had been subjected to some violent harassment and, before leaving Icelandic waters, had waited for nearly a week before Minister Fred Peart said there would be no compensation for lost fishing time.

The crew claimed they were prepared to fish any other grounds except off Iceland, but were given no choice when the company advised *Boston Concord* to return.

Initially the company,

RUMOURS of renewed diplomatic efforts to break the deadlock between Britain and Iceland over the cod war started circulating Britain's major distant water ports late last week.

In Iceland, too, the fisheries minister publicly

announced he is still in favour of a settlement and informed sources at Westminster suggested the Prime Minister is anxious to arrange a deal as soon as possible.

Last week political correspondents were widely hinted that Mr. Callaghan feels Britain has already lost the diplomatic war, but felt some grace can be salvaged — providing the issue is not allowed to fester on.

Mr. Callaghan was also believed to have supported the despatch of the Cruiser HMS *Blake* to back up the frigates when the trawlers threatened to pull out a fortnight ago, but the slender chances of an agreement at that stage deferred the decision.

Since the prospects for a new peace initiative have

Southella.



gathered momentum, and were so strong by last Friday, certain quarters expressed surprise at the stern trawler *Southella* sailing to act as a support vessel.

With Britain losing support from most of her NATO allies over what is now a considerable embarrassment to her, and having severed diplomatic relations with the United Nations Law of the Sea Conference, had wound up on an indecisive note.

It is understood *Boston*

Concord is still for sale. Just 11-years-old, she is one of the most modern and successful trawlers operating from Grimsby.

Appeal

There is to be no action against the crew of *Ross Khasmir*, which also returned to Grimsby early when the men declined to fish.

BUT dropped charges last weekend after an appeal from the TGWU.

It is understood that similar charges brought against the crews of *Ross Orion*, *Ross Trafalgar* and *Ross Sirius* of Hull have also been withdrawn.

Primella 'shelled' — arrest bid fails

FOR THE first time in the present cod war Iceland has fired a live shell across the bows of a British trawler in a bid to arrest the vessel for alleged poaching inside the 50-mile limit.

This ugly new phase happened on May 12 as the Hull trawler *Primella* made her way round the west coast, after a short trip to Greenland, to the protection zones on the east coast.

Primella, in the company of five other vessels, was laid to when *Aegir* stole up on them.

Icelandic reports said the vessels were fishing and the gunboat ordered them to haul and leave the area. By mid-morning all except *Primella* (Skipper Ray Johnson) had stayed their gear.

Aegir then fired three blanks as a warning to *Primella* and, as the trawler got her gear up, they fired a shell roughly 100 yards ahead in an attempt to halt her getaway.

Aegir then put a boarding party into the water, but they were forced to abandon their mission when *Primella* turned on them threateningly.

With the nearest frigate 500 miles away on the east coast, only the timely in-

Salesman is jailed

JOSEPH LOVIE (39) of 105 Queen's Road, Fraserburgh, former manager and director at Fraserburgh of trawler owners and fishsalesmen Peter and J. Johnstone Ltd, was jailed for a year at Aberdeen Sheriff court last week after he admitted embezzlement.

Lovie was originally charged with embezzling £2,526 between 1966 and 1974 and the case went to trial. On the third day of the trial, Lovie pleaded guilty to embezzling £1,351 and this was accepted by the prosecution.

Prosecuting Mrs. Helen Ross said that Lovie had gone to work as a fishsalesman with Claben Ltd, after he resigned from Johnstones at the beginning of 1974.

A fishsalesman with Johnstones at the same time as Lovie, George Lovie (no relation) had already admitted embezzling £2,500 from the firm and had been fined £200 at an earlier court.

John Mitchell, advocate, on behalf of Joseph Lovie, said that when Lovie went to work at Johnstones, "subs" for members of the staff was a standard practice. He always intended to pay back all the subs he took and still intended to do so.

In passing sentence, Sheriff Layden told Lovie: "The offences in this indictment strike at the very heart of business life. They are aggravated in your case in that you were in charge of this office and the offences committed were a grave breach of the responsibility placed on you."

COMMENT

WITH plans at Newlyn for the setting up of a 500-ton-a-day fish meal factory, Cornwall looks like moving into industrial fishing in a big way. By British standards, this is a fair size plant and the scale of this project could transform the face of local fishing.

With a plant of this size in an area not highly geared to industrial fishing, there must be questions about availability of supplies — especially in the summer months. All the main fishing activity in the West Country is centred on the winter mackerel fishery, and even this now looks like eventually being subject to quotas imposed by the North-East Atlantic Fisheries Commission.

Horse mackerel, which has been freely talked about as an alternative summertime catch would, according to investigations so far, hardly be a likely bet.

Although the stocks are estimated at 500,000 tons, and while some West Country trawlers have had good catches of horse mackerel in the spring months on what is readily admitted as "circumstantial evidence", the scientists say that the bulk of the stocks move up channel in April on the way to spawn in the southern North Sea.

There is no doubt that, for some pelagic trawlers in the West Country which have survived by sending minimum price fish overland to Hull, the plant in Cornwall would be a boon — especially now that there are facilities for discharging industrial catches at Plymouth and Falmouth. On the other side of the coin, many local line-boat men will see the plant acting as a magnet for high-powered purse seiners and the beginning of the end for them.

fishing news

Editor:

Harry Barrett

Assistant Editor:

Ian Strutt

Advertisement Director:

Fred Pursell

IRELAND FINES BASQUE SKIPPERS

ICELANDERS over the matter, Norway or the EEC remained the most likely go-between to re-open negotiations.

Adamant

If such an agreement is the cards, just how Britain will sell a new deal to trawler owners is open to question. Iceland is adamant she cannot increase any of the old offers on the annual catch, especially on cod, while Iceland has constantly stressed she will not entertain talks until Britain withdraws the Navy. And now Navy strength off Iceland is being built up... Speculation increased as it became clear that the latest session of the United Nations Law of the Sea Conference had wound up on an indecisive note.

With Britain losing support from most of her NATO allies over what is now a considerable embarrassment to her, and having severed diplomatic relations with the United Nations Law of the Sea Conference, had wound up on an indecisive note.

The court ordered that the trawlers, *Saturan-Zar* (Skipper Jesus Goitia Uzola) and *Arbelaitz* (Skipper Angel Areguil), should be detained in Waterford port until the fines were paid.

Both skippers were also fined £50 each for having illegal nets, which were also confiscated.

The trawlers were arrested off the Saltee Islands, South Waterford. Both skippers said they thought they were outside the limit when arrested by the Irish fisheries protection vessel *Deirdre*.

Two weeks ago Irish fishermen accused the French Navy of being "pirates" when they boarded Irish vessels off the east Irish coast and inspected the nets.

They were found to be legal, but Ireland has no agreement with France to permit boarding of its vessels.

Diplomatic representations are continuing about the incident.

While with the latter vessel in the early days of this cod war, one of her trawls was cut by the gunboat fly. Two days later she was laid in a further warp-cutting attempt.

A NEW automatic lighthouse, with a range of 23 miles, is to be built at Fethaland Point, on the Shetland mainland. It is the first major light planned for Shetland in almost 50 years.

At the wheelhouse is the fish hold and right aft is the engine compartment. The engine is a 108 hp BMC diesel, connected to an Englishfield 200 H sterndrive unit. This sterndrive unit contains a Seascan radar and a Seavoice VHF is fitted in the wheelhouse.

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'Clean-up' campaign costs £1,500 in gear

A CAMPAIGN to tidy up the Isle of Man has already cost fishermen gear worth £1,500 in a purge by the Island's Harbour Board.

The board announced five weeks ago, as part of a "Keep our Island Tidy" campaign, it intended to clamp down on fishermen who leave gear on the quayside.

Last week Port St. Mary commissioners (the equivalent of a town council) were told by member, Peter Quirk, that a total of £1,500 worth of equipment had vanished while the local fleet was out fishing.

The harbour board say that this is only the start of a campaign which will take in all the island's ports, particularly at Peel, where fishermen frequently break the rules.

The gear, which was left on the quayside at St. Mary's, was taken to a local scrapyard. When fishermen went there, they say they were told it had all been cut up.

Trawler tops own record

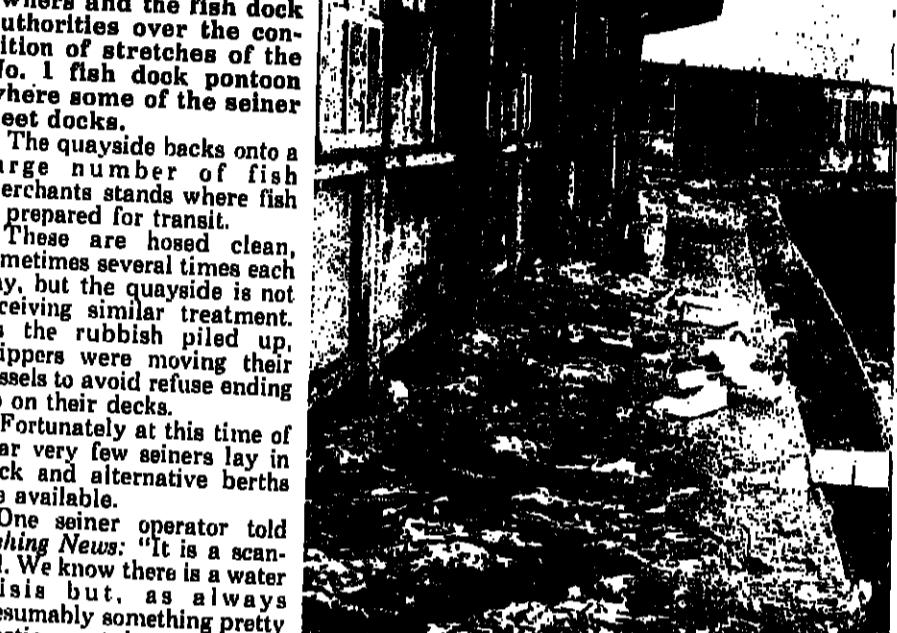
THERE was some respite in the gloom overshadowing distant water ships at Fleetwood last week when the former Aberdeen trawler *David Wilson* broke her own record for a vessel under 110 ft.

Skipper John Banks brought the vessel home from the north of Scotland grounds to a market starved of distant water fish. She took full advantage of the situation with an excellent catch.

The vessel landed a total of 616 kits, including 400 of cod, 80 of haddock, 40 of coley, and 25 of dogs, to make £14,054. The previous record was £10,650.

One seiner operator told *Fishing News*: "It is a scandal. We know there is a water crisis but, as always presumably something pretty drastic must happen before they (the authorities) will initiate a fairly regular clean up. I have never seen it in such an appalling state before."

THE three men whose 14ft. dinghy capsized in the Humber last week (*Fishing News*, May 14) have presented their rescuer, Skipper Dennis Whiting of *Ross Sirius*, with an inscribed silver tankard.



50-miles or doom

THE ARBROATH fishing fleet will be finished unless the Government extends our fishing limits to a minimum of 50 miles.

This was stated by Allan Caird, manager of Arbroath Fishermen's Association, last

Friday following a week of intensive fishing by 23 Russell and Dutch trawlers in the area where the Arbroath fleet has operated for many years.

Mr. Caird said the foreign boats move into Scottish fishing grounds outside the 20-mile limit and clean them up.

"There is nothing we can do, however, until the limit is extended."

In one incident last week, a Russian boat fouled the fishing gear of *Eight Bells* (Skipper Alex. Smith). Another Arbroath boat, *Golden Hope* (Skipper Swankie), intervened and told the Russian skipper to foul the Arbroath boat's gear. As soon as he recovered this, the Russian skipper hauled in his own gear and seemed very grateful.

Skipper Sandy Beattie of *Silver Cord* described the invasion by the foreign boats as "drastic". He said they clean out everything. If they keep fishing here for any length of time they will finish off the Arbroath fleet as we know it.

"There is nowhere else for us to go. They have been fishing the two main grounds, the Mart Bank and the 30-mile ground."

All Arbroath skippers are of the same opinion that unless the Government take immediate action to extend the limit, the Arbroath fleet is doomed.

THE GRIMSBY inshore trawler *Jefflyn* made her best ever grossing at Grimsby last week with a catch of 75 kits and eight stone, which made £3,455.10 after a three-day trip. The 61ft. vessel, skippered by Don Ball, is agented by the Dolphin Fish Selling Co. Ltd.

Jefflyn's best trip

SHAWNEE made £15,818

from 782 kits and *Mohave*, £14,080 from 878 kits, mainly of codstuffs. The pair record stood for three years before this spate of high earning trips.

Another Westerly trip set up a Grimsby record on Tuesday. Skipper "Paddy" McCarthy brought *Ross Jackal* home with 1,349 kits after a 16-day trip to gross £29,396 through the Tom Sleight (F.S.) Ltd. agency.

Another Westerly trip set up a Grimsby record on Tuesday. Skipper "Paddy" McCarthy brought *Ross Jackal* home with 1,349 kits after a 16-day trip to gross £25,465 — a class record.

CORRECTION
In the FISHING HYDRAULICS (Scotland) Ltd. advertisement on April 23, one of the items referred to "Rapp and Hydema Cranes". This should have read "HIAB and RAPP Cranes".

Skipper's 100-mile appeal

SKIPPER John H. Mitchell of the Macduff boat *Dioscuri* received a standing ovation at the Scottish Tory Party conference at Perth last Friday. He had appealed for support for a 100-mile limit.

Skipper Mitchell moved that "in order to increase our food supplies and improve on our balance of payments, this conference calls on HM Government to negotiate with the Grimsby Fish Meal Co. Ltd. is offering for sandeels landed at Grimsby not a single local inshore boat, seiner or pair trawler is prepared to join in this summer's fishing.

He told the conference that it is very important to British fishermen that they get the 100-mile limit. "Fish stocks are a natural resource around our coasts and should be protected with as much enthusiasm as would oil or any other minerals off our coast."

He stated that British fishermen are not afraid of competing with foreign fishermen on an equal basis, for their industry had been built by sheer hard work and the determination and skill of young fishermen.

Calling for the Government to use its veto in negotiations with the EEC until a British 100-mile limit was a reality, he said: "We are now at the last ditch and we must dig in our heels."

Replying to the motion, which was carried unanimously, Alasdair Buchanan-Smith said: "I am shattered that the Government should have abandoned so early a 100-mile exclusive fishing zone around the coasts of Britain."

In addition to the relatively low price being offered, skippers and owners point to the expense of converting for sandeeling and better arrangements in Scotland and on the Continent for payment.

Until last week the Grimsby pair trawling team *Martin Norman and Clee* had planned to join the sandeelers. Both vessels are now reverting to pair trawling for white fish after spending the winter spratting.

In addition to the relatively low price being offered, skippers and owners point to the expense of converting for sandeeling and better arrangements in Scotland and on the Continent for payment.

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If required, it will monitor water temperature at the net, too. You can see how your gear is fishing and adjust it

for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.

RECODER

SUBMERGED RECEIVER

DETECTING TRANSMITTER

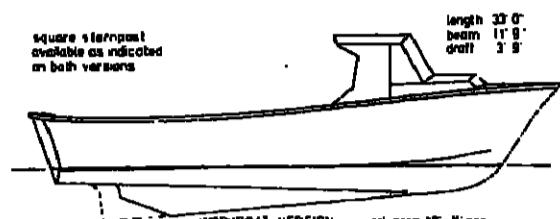
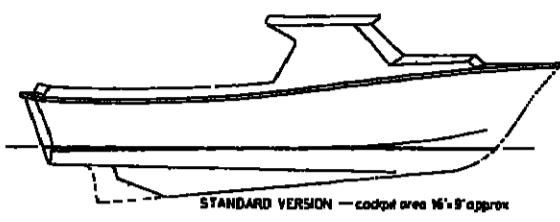
RECODER

SUBMERGED RECEIVER

LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX Telephone: Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



length 33', beam 11', draft 3'

Square sternpost available as indicated on both versions

WORKBOAT VERSION — work area 15' x 10' approx

Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request as shown at GATC 78.

FAST • STABLE • SEAWORTHY

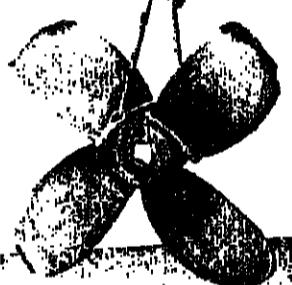
The choice of professionals who know the sea and demand the best.

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PROPELLER SERVICE
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The range covers craft designed for rudder torques up to 52.000 ft/lb (16,000 kg/m) in three types: hand hydraulic, hand/power assisted hydraulic and power hydraulic. For boats ranging from 6-60 metres, Wills-Ridley is the gear to specify. Send us the steering requirements of your next boat-building job and we'll take it from there. Quicker.

S.M.WILLS Marine Hydraulics Engineers,
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Telex: 449553 (Answer back: Steering Weston)
Cables: Steering, Weston-Super-Mare

Smack to keep fuel costs down

John Burgess' Log

"I WOULD like to get a 30-40 ft. fishing boat which can be propelled by sails as well as an engine because of the high cost of fuel and increasing pollution.

"Every day there seems to be a greater risk of being immobilised by a synthetic rope, net or plastic sheet around one's propeller.

"I would like to investigate very closely the economics of using such a boat — principally for beam or other trawling — and to know whether you know of any yards prepared to build such a boat.

"Incidentally, would you call such a boat a smack?"

■ *Ansteds' Dictionary of Sea Terms* says that smack was the name given indiscriminately to any sort of fishing vessel, but that fishermen used to distinguish between a smack and a boat. They considered large, wholly decked craft to be smacks, small, half-decked craft to be boats.

The consequence was that the yard received an order for an identical boat to be used, not only for oyster dredging, but for mackerel lining as well.

Her performance was such that a further two orders for identical boats were placed with the yard. And now the four GRP-hulled work with the fleet of 20 or so traditionally-built wooden boats between a ketch or yawl so that sail area could be reduced easily when working or in a blow.

I think it would be correct today to define any decked or half-decked fishing boat up to about 40 ft. long, which is capable of being propelled efficiently by sail or engine, as a smack.

Except for their hulls, they are similar in every respect.

They are 28 ft. overall with a beam of 9 ft. and draught of 4 ft.



same lines and called the completed boat *Meloris*.

Meloris proved to be quite able to stand up to the rough work of oyster dredging and also to be very fast in local regattas.

The consequence was that the yard received an order for an identical boat to be used, not only for oyster dredging, but for mackerel lining as well.

Since you say you are thinking of having a 30-40 ft. boat built and, therefore, a standard 28 ft. smack might not be big enough for you, I have asked Mr. Heard if he could build bigger ones. He says that he could do so using modern methods of GRP construction and rig the boat as a ketch or yawl so that sail area could be reduced easily when working or in a blow.

The fact that warships and warfing points are painted this colour is evidence of

WIGSTON TO SALMON

MR. W. A. King-Webster of the Innerwelly Fishery, Garlieston, Wigtonshire, has pointed out some errors and omissions in my account of the life-cycle of the salmon, published on February 27. This, he says, is the way things go:

The hen fish lays her eggs in late autumn or early winter. She selects a bed of coarse gravel with a downflow of cold, clean water, and buries them in it. The eggs hatch early in the year.

The little fish, called alevines, are still attached to their yolk-sac and shun the light so long as it lasts.

The first fish to re-appear as adults return to the rivers as grilse the following summer, after one winter at sea. Most weigh between four and eight pounds, but larger and smaller grilse are not uncommon.

Salmon are fish which have spent two or more winters in the sea. They may enter the river at any time, but the great majority do so between February and October.

During their first summer they grow and, at some point, are called parr. Parr resemble small trout, except that a row of dark blotches, or parr

STRIP LIGHT

"WE HAVE seen strip or fluorescent lights used for illuminating decks at night. Do you think they are best for this purpose and where can you get them?"

■ I should think the fluorescent lights must be very good for illuminating decks if you have suitable positions to install them at the right power supply. For conventional deck floodlights seem to be adequate in some craft.

You can get both types from Sondia Lighting Ltd., De Grey Street, Hull.

Their Type 5 fluorescent light is a waterproof twin bulb fitting which can be either 1 ft. or 2 ft. long, if an AC power supply is available, or 2 ft. long if there is only a DC supply.

Its deck floodlight is made of copper and has a nickel plated reflector. It will not corrode and is waterproof.

It has a swivel mount and can be fitted on most wheelhouses. It is designed to take a 200 watt lamp and throw a dispersive light.

The section of the report dealing with plaice — a species which forms a major part of the landings at Lowestoft — says that since 1960 the total catch of North Sea plaice has been increasing steadily up to 1974.

The reasons for this were

Dismal prospects for plaice and soles

THE FISHING REPORT

NORTH SEA plaice and sole catches are expected to be down this year because of overfishing and lack of new stock coming into the fisheries.

This is the forecast in a recent publication from the Ministry of Agriculture, Fisheries and Food's laboratory at Lowestoft dealing with fishing prospects.

On the near water side, the report says major stocks of demersal fish in the North Sea are now subject to quota.

"The stocks of roundfish, cod, haddock and whiting are reasonably good and there are prospects of good recruitment which should allow our quota to be taken," says.

"But the catch rates will not be as good as they might have been if lower total allowable catch figures had been set last year."

"The situation for North

Sea plaice and sole stocks is not so good. Both are suffering from too much fishing and too few recruits. The total allowable catches seem to be set too high to improve the stocks."

"It is unlikely that the UK quota for these species for 1976 will be taken — because of the expected lower catch rates."

The conclusion was that due to the steady fall in stocks, the total allowable catch should be limited to about 69,000 tons. The agreed catch this year had, in fact, been set at 98,000 tons, of which the UK share was virtually unchanged at 27,800 tons.

Previous forecasts by the Lowestoft laboratory have warned that neither the increase in the total catch, nor the Lowestoft high catch-rate, could go on indefinitely and in 1974, for the first time, all fleets had shown a fall in both catches and catch-rate.

The conclusion was that due to the steady fall in stocks, the total allowable catch should be limited to about 69,000 tons. The agreed catch this year had, in fact, been set at 98,000 tons, of which the UK share was virtually unchanged at 27,800 tons.

The review says that there had been a declining catch-rate by Grimsby vessels, but for the Lowestoft trawler fleet it had increased steadily up to 1973.

The reasons for this were

an increase in fishing power and because the Lowestoft fleet seemed to have seen relatively more of the good year-classes.

The increase had been largely due, over much of that period, to the increasing Dutch catch. On the other hand, the English and Danish catches, which had been either fairly steady or falling slowly, now formed a declining proportion of the total landings.

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WATCHEKEEPING RECEIVERS
ARE IN THE NEWS
Does your vessel comply?
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STOCK



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GRP

You've read the
opinions of the experts
-but what does
the fisherman think...

John-Heath
Hall Street
Newtown, Wales

Dear Sirs

Due to the reaction in 'Fishing News' of late regarding GRP hulls, I thought I had better put a few words in for those interested in this subject.

I am a very proud owner of one of your hulls — namely, the 'WAKEFUL' TD 294', one of your 'Tyler-Wat' n° 37 n.

I would just like to say that I am delighted with the quality and finish of my hull and her handling characteristics at sea. Both whether running light or loaded, she leaves very little to be desired. Her sea keeping qualities are excellent; I have had her now for a full 12 months solid fishing, she shows no signs of any wear at all, only the usual occasional scratch which is nothing.

She has fished the tail end of last year's lobster season and the full trawling season last winter, and this summer, the full mackerel and lobster season and is now trawling again for the winter.

I have yet to meet anyone who does not like her and my list of visitors to view her is endless, including visitors from as far as Iceland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing needs and she works hard every day and earns her money well.

In my mind, she is the finest hull in her class produced in this country, and answer 'yes' with pride when someone asks 'Is this a Tyler hull?'

I would recommend anyone to buy your hull and also to have it fitted out by the Cardiff Boat Building Co. Ltd, as she is a credit to them, as they fitted out the hull, as well as yourselves.

Yours sincerely
Proud owner of 'WAKEFUL' TD 294'

Peter L. Evans

For more facts about GRP,
simply complete the coupon.

Mail to:
Tyler Boat Company Limited
Sovereign Way, Tonbridge, Kent
Telephone: 07322 66111

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Please send me full details of
the Tyler range of fishing boat mouldings.

Name _____

Address _____

GEAR AND MAINTENANCE PRODUCTS AT COMPETITIVE PRICES

DALENS BOATS & PAWN CREEKS

HYDRAULIC STEERING GEARS

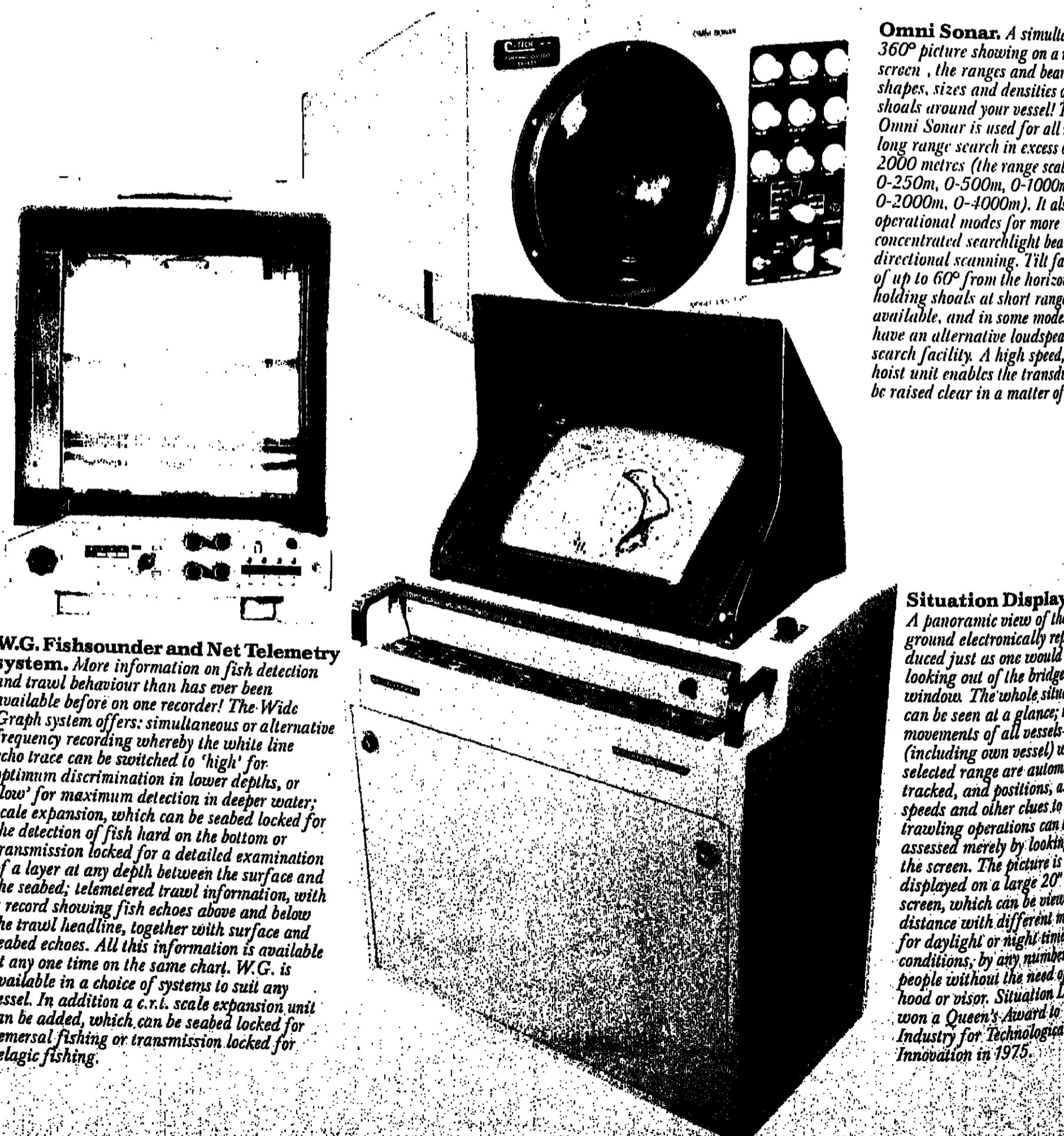
SAIL CUTTERS — ANEMOMETERS

AROLES — BLOCKS — WINCHES

CATAPULTS — HEAVY HEAVY

KELVIN HUGHES OFFER YOU THE WORLD'S FINEST EQUIPMENT FOR INSHORE AND DEEP SEA FISHING VESSELS

From Canada - the Omni Sonar, a unique long range sonar with a simultaneous all round range in excess of 2000 metres. From Japan - the W.G. Fishsounder and Net Telemetry system giving more information on a chart than ever before. From our own factory - Situation Display, enabling you to assess the complete trawling situation on the fishing ground at a glance. These are the products that we have selected to meet the future, increasingly diverse, needs of the fishing industry. Together with our other well known, reliable, radar, sonar and radio products they make an unbeatable package for both the deep sea and the inshore fisherman.



W.G. Fishsounder and Net Telemetry system. More information on fish detection and trawl behaviour than has ever been available before on one recorder! The Wide Graph system offers: simultaneous or alternative frequency recording whereby the white line echo trace can be switched to 'high' for optimum discrimination in lower depths, or 'low' for maximum detection in deeper water; scale expansion, which can be seabed locked for the detection of fish hard on the bottom or transmission locked for a detailed examination of a layer at any depth between the surface and the seabed; telemetered trawl information, with a record showing fish echoes above and below the trawl headline, together with surface and seabed echoes. All this information is available at any one time on the same chart. W.G. is available in a choice of systems to suit any vessel. In addition a c.r.t. scale expansion unit can be added, which can be seabed locked for demersal fishing or transmission locked for pelagic fishing.

Omni Sonar. A simultaneous 360° picture showing on a radar type screen, the ranges and bearings, shapes, sizes and densities of the shoals around your vessel! The Omni Sonar is used for all round, long range search in excess of 2000 metres (the range scales are 0-250m, 0-500m, 0-1000m, 0-2000m, 0-4000m). It also has operational modes for more concentrated searchlight beam or directional scanning. Tilt facilities of up to 60° from the horizontal for holding shoals at short range are available, and in some modes you can have an alternative loudspeaker search facility. A high speed, robust hoist unit enables the transducer to be raised clear in a matter of seconds.

Situation Display. A panoramic view of the fishing ground electronically reproduced just as one would see it looking out of the bridge window. The whole situation can be seen at a glance; the movements of all vessels (including own vessel) within a selected range are automatically tracked, and positions, aspects, speeds and other clues to the trawling operations can be assessed merely by looking at the screen. The picture is displayed on a large 20" T.V. screen which can be viewed at a distance with different modes for daylight or night time conditions, by any number of people without the need of a hood or visor. Situation Display won a Queen's Award to Industry for Technological Innovation in 1975.

May 21, 1976
May 21, 1976

FISHING NEWS

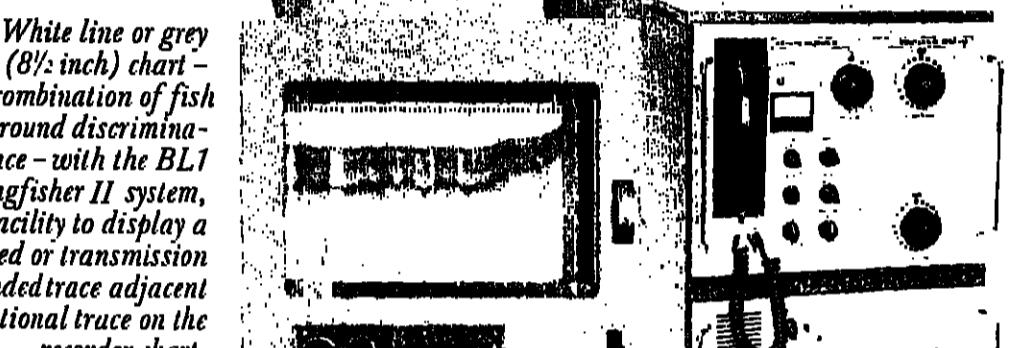
Some of the rest of the range...

Bottom Logs -
A choice of electromagnetic, acoustic and pressure.

Type 17 radar - the fisherman's favourite - over 10,000 have now been sold - 9" or 12" displays - ranges up to 36 miles - digital range readout available.



MS44 - White line or grey line on a wide (8½ inch) chart - excellent combination of fish finding and ground discrimination performance - with the BL1 forms the Kingfisher II system, with the facility to display a seabed locked or transmission locked expanded trace adjacent to the conventional trace on the recorder chart.



BL1 - part of the Kingfisher II system.



Ships Radio Station
A comprehensive and reliable telegraphy/telephony system for the larger trawler - comprises a high power s.s.b. main transmitter, an s.s.b./d.s.b. main receiver, and reserve and emergency equipment - all modules designed for ease of installation and servicing - synthesised frequency control in both transmitter and receiver.



All these products are backed by Kelvin Hughes Service, which is available from major fishing ports throughout the British Isles.

FOR FURTHER DETAILS CUT OUT THIS COUPON
AND POST IT TO US NOW!

Please send me your package of literature dealing with
products for

Deep Sea Trawlers
Inshore Fishing Vessels

(Please tick as appropriate).

Name _____

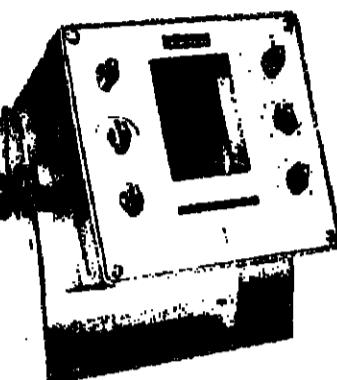
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KELVIN HUGHES
A DIVISION OF SMITHS INDUSTRIES LIMITED
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Telephone: 01-500 1020. Telex 896401

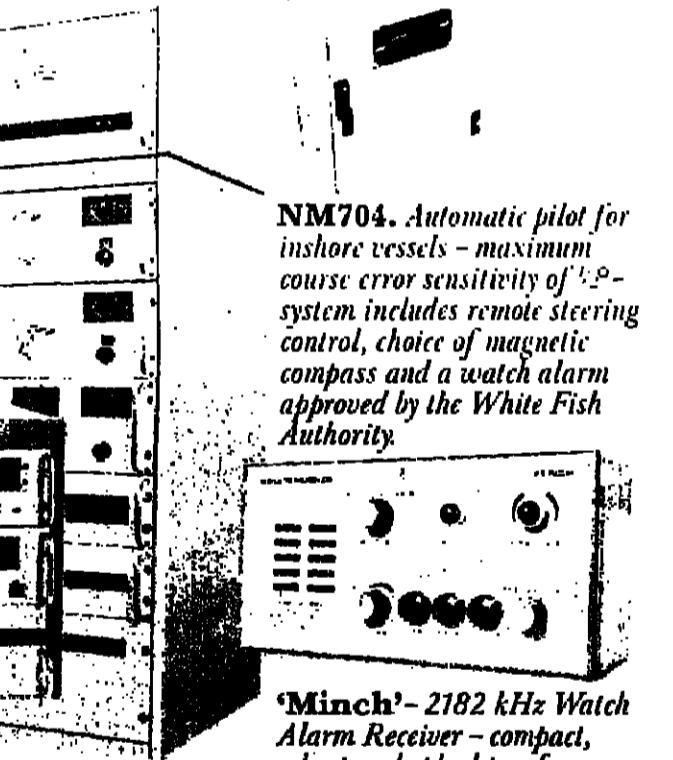


MS39 - The popular economical echo sounder for the inshore fisherman - good performance, simple fitting, very low power consumption.

Type 19 radar - an outstanding picture, on an equipment now well established world wide as trusted and reliable - 25 kW transmitter - 9 or 12 inch display - a choice of scanners - can be incorporated in 'X' band or 'S' band dual display or interswitched systems.



Adscope c.r.t.
- efficient and economic
- operates in conjunction
with the MS44 or Kingfisher II.



NM704. Automatic pilot for inshore vessels - maximum course error sensitivity of 1.2° - system includes remote steering control, choice of magnetic compass and a watch alarm approved by the White Fish Authority.

'Minch' - 2782 kHz Watch Alarm Receiver - compact, robust and splashproof.

Deepsea skippers on course at training centre

TEN DISTANT water had learned a thing or two about the gear they use from day to day. On the gear technology course, which made extensive use of the new net test tank, were skippers from the Humberside trawler owners Boyd Line, British United Trawlers, Thomas Hamling and J. Marr and Son. "From now on," said WFA

training manager Duncan Amos, "we plan to run a gear technology course was deep-sea trawler officers on the first week of every month."

"Each of the course will last five days, and although chiefly aimed at trawler officers, they will also be of benefit to marine superintendents, loft foremen and others concerned with modern deep-sea fishing gear."

"We are currently preparing a gear course suitable for inshore men, which should be ready in a few months' time."

But what can any experienced skipper learn about his fishing gear by going back to "school"? The comments given by skippers at the first course gave the answer.

Skiper Charles Walker, of Boyd Line, said: "I learnt a great deal, especially from the rigging experiments... there should have been a course like this 10 years ago."

Another skipper, John Gibson of Thomas Hamlings, who has had his skippers ticket for 25 years, said: "In the tank you can test an idea. If it is no good you can scrap

Right: A 1/25th scale 1:600 mesh pelagic trawl seen through the observation window of the flume tank. Below: WFA flume tank staff shooting a 1/10th scale demersal trawl.

Days two and three of the course are devoted solely to demersal fishing gear, and eight lectures are given. These cover such topics as trawl selection, in which the various parameters that dictate the choice of a trawl for a particular operation are outlined, and trawl doors.

This is where the flume tank really comes into its own, because in the tank it's a quick and simple matter to demonstrate, say, the effect of changing from a dan leu rig to a twin bridle rig, or even the effect that incorrect rigging has on a trawl.

This is just not possible at sea, where the only real indication a skipper has of how well his trawl is working is when the cod-end is opened and the catch spills out onto the deck.

Typical of the rigging variations and experiments carried out on bottom gear are: lengthening or shortening headline, legs or top bridles; trying extra floatation on the headline (or even none at all); putting extra shackles in backstraps; trying out "duff" rigs; and paying out extra warp on one side of the gear.

The remainder of the course is concerned with pelagic gear — a type of gear which is being used by an increasing number of UK distant water skippers in their attempt to diversify their operations.

Also included are lectures on the various types of pelagic nets in use, and the basic principles of single boat mid-water trawls, in which their rigging, operation and performance is discussed, then demonstrated in the flume tank. A 1/26th scale 1,800 mesh pelagic trawl is used for the demonstrations.

Fishing gear technology course for trawler officers

The WFA will be holding further one-week courses in fishing gear technology for trawler officers in its new fisheries training centre in Hull, on the following dates:

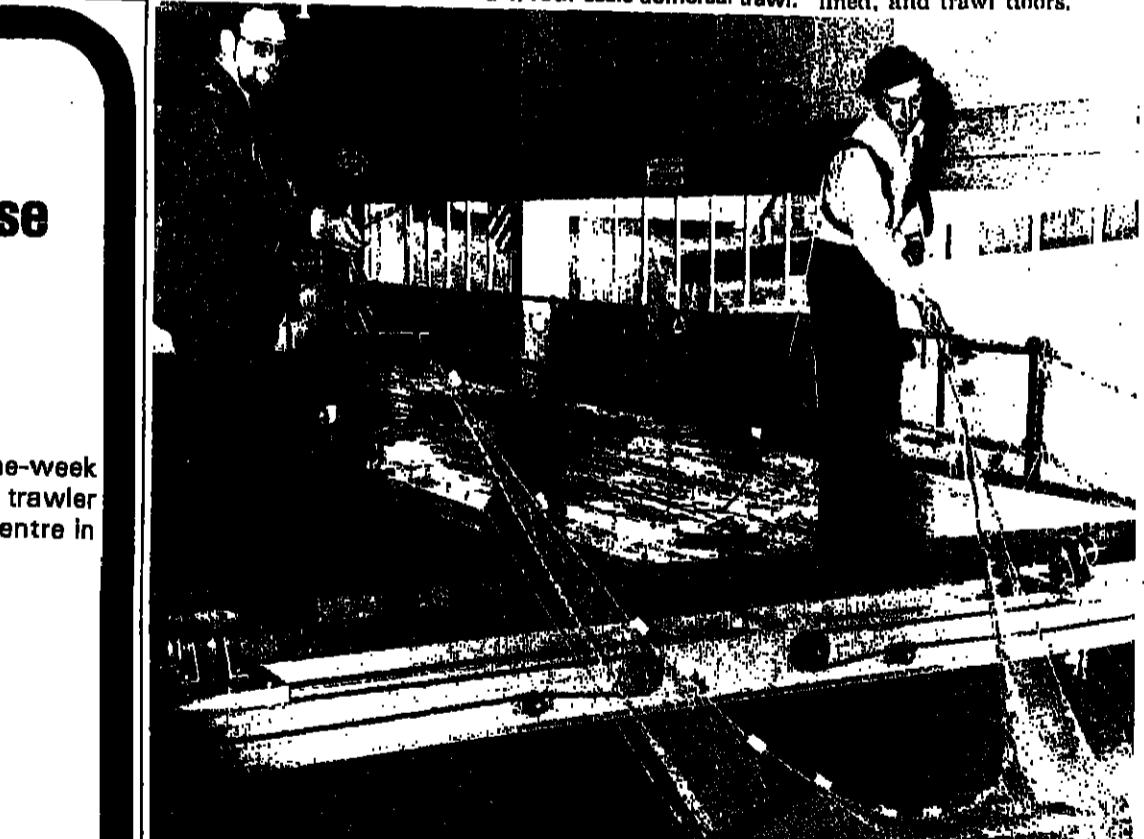
- JUNE 7th-11th
- JULY 5th-9th
- AUGUST 2nd-6th
- SEPTEMBER 6th-10th

Course programme includes:

- Historical development of trawl fishing.
- How nets work.
- Design of demersal trawls.
- Rigging experiments.
- Catching efficiency of trawls.
- Trawls and doors.
- Introduction to pelagic trawls.
- Introduction to pelagic trawls.
- Basic principles of single boat pelagic trawls.
- Rigging experiments.
- Practical work in flume tank.

FOR APPLICATION FORMS AND FURTHER DETAILS CONTACT:

The Training Manager
White Fish Authority
Industrial Development Unit
St. Andrew's Dock
Hull, HU3 4CE
Telephone: 0482-27837
Telex: 827261



All free
THE White Fish Authority has decided not to charge for any of the training courses it runs for bona fide students from the UK fishing industry. Applicants with the correct background and qualifications may, therefore, attend these courses free and those who have to be away from home can apply for a maintenance grant (£20 per day) from the Authority to help meet living expenses. For further information contact: The White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU3 4CE.

SWEDEN is the latest country to carry out test fishing for blue whiting in the north-east Atlantic. Earlier this year the Swedish Directorate of Fisheries fitted out the 1,500 hp, 125 ft, long motor trawler *Vingaborg* with two mid-water trawls and all the necessary equipment for catching blue whiting. *Vingaborg* is commanded by Henry Johansson, a highly experienced trawler and purse seiner skipper, who decided to use trawls from Norsenet made by the

firm Campalen in Bergen, the surface.

These trawls, which were collected in Bergen early in April, are of the rectangular type 530 meshes, x 1,000 mm stretched mesh in the forpart. According to Bergen, new from her builder's yard in Maastricht, Holland.

This 89 ft. (27.1 m.) long vessel is one of a series of combination purse seiner-trawlers being built by the Dutch yard. She is owned by Robert McCullough of Kilkeel.

Her purse seine net is of the "Scottish North Sea" type,

Catches and Prices

GRIMSBY

£2,434: *Ross Rodney*, BUT (Sk. G. Carsberg), 1,588 kits, I, 22 days.
£2,517: *Vianova*, BUT (Sk. R. Kurz), 1,255 kits, I, 24 days.
£2,840: *Barnsley*, Consolidated (Sk. G. Tyrrell), 1,282 kits, I, 18 days.
£18,550: *Vianova*, BUT (Sk. A. Hankin), 1,132 kits, I, 22 days.

£3,665: *Rosevear*, Norrard (Sk. W. Simpson), 144 kits, 13 days.
£3,340: *Picton Sealion*, Norrard (Sk. T. Salter), 119 kits, 13 days.
£3,082: *Norrard Star*, Norrard (Sk. J. Manson), 135 kits, 13 days.
£3,052: *Arthur Harvey*, Kerr (Sk. J. Donovan), 11 kits, 2 days.

HUMBER VESSELS DUE

GRIMSBY

Panther, Ross Tiger, Rhodesian, Tokio.

Expected during the week from Iceland: *Lord Jellicoe*, Northern Gift, Ross Juno, Ross Kelvin, Ross Revenge. From White Sea: *Boston Boeing*, Arctic Cavalier, Benella, Kingston Beryl, Kingston Pearl, Kyoto, Ogano, Okino, Ross Civet, Ross Cheetah, Ross Genet, Ross Canaveral.

PORT MARKETS

MONDAY, MAY 17

GRIMSBY

A good supply of 7,616 kits from Iceland met a good demand. Prices: shelf cod, £27/24.00; codling, £1.50/2.40; shelf large haddock, £2.50/3.80; shelf small haddock, £1.80/2.50; small, £1.20/2.20; large plaice, £3.00/4.50; best small, £2.20; saithe, £1/1.20; large skinned dogfish, £4.00; medium, £3.00; lemon sole, £4.50; redfish, £9.00/13.00; Dover sole, £7.80/12.80; hake, £24/30.50, per 80 lb.

HUMBER HAVEN

Prices: cod, £17.80/24.50; large plaice, £12.20/23.50; mackerel, £17/24.50; Dover sole, £12.20/18.50; hake, £24/30.50, per 80 lb.

BIRKINHAM

Prices: cod, £13.50; large plaice, £13.50; pollack, £3.50; turbot, £11; whiting, £3; lemon sole, £18.50; Dover sole, £18.50; brill, £5.50; slips, £1.50; squid, £5.20; monkfish, £6.50; roker, £3.00; dogfish, £3.20; cuttlefish, £1.00; conger, £2.50, per stone; scallops, £1.30, per dozen.

FLEETWOOD

Prices: cod, £2.00/3.35; large plaice, £2.00/3.50; pollack, £3.50; turbot, £1.50; whiting, £3; lemon sole, £18.50; Dover sole, £18.50; brill, £5.50; slips, £1.50; squid, £5.20; monkfish, £6.50; roker, £3.00; dogfish, £3.20; cuttlefish, £1.00; conger, £2.50, per stone.

NEWLYN

Prices: cod, £2.00/3.35; large plaice, £2.00/3.50; pollack, £3.50; turbot, £1.50; whiting, £3; lemon sole, £18.50; Dover sole, £18.50; brill, £5.50; slips, £1.50; squid, £5.20; monkfish, £6.50; roker, £3.00; dogfish, £3.20; cuttlefish, £1.00; conger, £2.50, per dozen.

TUESDAY, MAY 18

PETERHEAD

Prices: cod and codling, £1.35/2.30; plaice, £1.80/2.30; monkfish, £2.20/2.50; codfish, £0.50/1.10; whiting, £1.40/1.80; ling, £0.50/1.20, per stone; haddock, £10.50/18.50, per box. 3,672 boxes landed.

FRASERBURGH

Prices: Small haddock, £2.70/3.50; large, £2.70/4.24; sprats, £21/29.50; large plaice, £2.70/3.50; medium turbot, £2.80; shelf cod, £2.70/3.50; pollack, £2.70/3.50; hake, £24/30; coley, £10.50/14.50; dogfish, £21/21.75; monkfish, £21/24.50; roker, £9/12.75; whiting, £11/19; garnet, £18.75, per 100 kg; turbot, £12; Dover sole, £8/18, per unit; Icelandic shelf cod, bulk, £20/24; sprats, £19/22.75; dabs, £12; rockfish, £13.25/19.50; redfish, £18.75/21; monkfish, £20/22; halibut, £18.75, per 100 kg; halibut, £18/22, per stone; Dover sole, £11.50/13.50; dabs, £1.80; slips, £1.10/1.40; lemon sole, £18.50/20.50; Dover sole, £18.50/21.50; brill, £3.50/4.50; turbot, £12/13; monkfish, £40/50; brill, £1.50/2.50; rockfish, £11/12, per box. 180 boxes landed.

BILLINGSGATE

Prices: Small haddock, £10/£10.50; medium, £12/£12.40; large, £12/£13; small codling, £1.35/2.30; plaice, £1.80/2.30; monkfish, £2.20/2.50; codfish, £0.50/1.10; whiting, £1.40/1.80; ling, £0.50/1.20, per stone; haddock, £10.50/18.50, per box. 3,672 boxes landed.

ON TUESDAY 203 tons were delivered. Average selling prices on merchant stalls: Salmon, £1.80/2.25; Scotch, £1.80/2.30; Irish, £1.70/2.25; Gurnard, £1.50/2.00; Scotch, £1.50/2.00; salmon trout, £5.50/1.50; rainbow trout, £0.50/1.50; sole, £1.50/2.00; ling, £0.50/1.50; plaice, £5.50/16.50; turbot, £0.50/1.50; eels, £0.50/1.50; bass, £1.50/2.00; foreign smoked salmon, £1.84; grey mullet, £1.50/2.00; mackerel, £1.50/2.00; haddock, £1.50/2.00; lemon sole, £18.50/20.50; Dover sole, £18.50/21.50; brill, £3.50/4.50; turbot, £12/13; monkfish, £40/50; brill, £1.50/2.50; rockfish, £11/12, per box. 180 boxes landed.

SHELFISH

SELECTED lobsters, £1.80/2.50; unpeeled, £1.20/2.50; crabs, over 3 lb., £18.50/20; under 3 lb., £12/20; small, £1.50/2.50; medium, £1.50/2.50; large, £1.50/2.50; scallops, £1.50/2.50; prawns, £0.50/1.50; per lb.; Scotch, £1.50/2.50; whelks, £0.50/1.50; shrimps, £0.50/1.50; scallops, £0.50/1.50; per cut; whelks, £0.50/1.50; shrimps, £0.50/1.50; per dozen.

FROZEN FISH

PACIFIC NA salmon, 90p/95p; Japanese, 98p; Canadian halibut, 90p; scampi, £1.40/2.30; smelts, 28p/35p; herring, £3/3.50; London cured dry haddock, £6.50; dry fillets, £0.50; golden cutlets, £1.50/2.00; filleted kippers, £3.50/4.20; selected £3/4.20, per stone.

SHELFISH

SELECTED lobsters, £1.80/2.50; unpeeled, £1.20/2.50; crabs, over 3 lb., £18.50/20; under 3 lb., £12/20; small, £1.50/2.50; medium, £1.50/2.50; large, £1.50/2.50; scallops, £1.50/2.50; prawns, £0.50/1.50; per lb.; Scotch, £1.50/2.50; whelks, £0.50/1.50; shrimps, £0.50/1.50; per dozen.

SEAFOOD

PACIFIC NA salmon, 90p/95p; Japanese, 98p; Canadian halibut, 90p; scampi, £1.40/2.30; smelts, 28p/35p; herring, £3/3.50; London cured dry haddock, £6.50; dry fillets, £0.50; golden cutlets, £1.50/2.00; filleted kippers, £3.50/4.20; selected £3/4.20, per stone.

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Official and Classified ADVERTISEMENTS

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VESSELS FOR SALE

1233 STERN TRAWLER

Built 1971. 40ft. overall by 13ft. 6in. in drift. Gardner GLX 150hp. Diesel engine, two inboard hydraulic drives, two outboard hydraulic drives, two inboard. Hydraulic main and line hauler, Furuno echo sounder, Decca MF radio, Marconi VHF radio, Sennar hydraulic steering system, Furuno radar, Decca Mk12 remote control, Decca Mk2, all HOT equipment, liferaft etc. Five trawls, two pair doors, 1000 bottom apex transom doors.

This vessel has been a turner in her class in this area for the last two years. She is in excellent condition and is in great demand. She is now available for sale, must be seen to be appreciated.

Decca MF, 33 Argyle Road, Bognor Regis. Telephone: Bognor 28000.

"ENTERPRISE"

BCH 184. Built 1947. 65ft. overall by 17ft. 7in. 152hp Gardner. Machinery recently overhauled. Vessel newly painted.

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OFFICE OF THE MARITIME SERVICES LTD.

31 Victoria Street, Stromness.

Telephone: Stromness 0788 (085-685-878).

NEW steel hull 25 ft. x 8 ft. 6 in. x 3 ft. ready for fitting out as trawler tugs. Offers to 100ft. for forward wheelhouse. 4 ft. 4 in. wide. £10,000. Ford 82hp. Mr. Savage, 42 Victoria Road, North Southsea. Hants.

21ft. xft. xft. 8 in. fishing work boat, wheelhouse, electric start 13hp Lister ST2, 1000 rpm, 1000 rpm, alternator. Furuno G500 sounder. Sennar compass, captain, mizzen, bilge pump, lights, boat new July 1975. £3,500 or offer or part exchange motor vehicle. Telephone: Hayle 7567.

MFV SECURITY PZ.35. 30ft. x 11ft. 5in. x 5ft. 6in. mahogany on oak. Ford 82hp new October 1975 and new P.H.M. gearbox. Pye Hamble R/T, two pair doors, compass, wheelhouse, 4 pole, mizzen, VHF and Koen meter on hire. Forward wheelhouse licensed for 12. telephone: Penzance 5894.

ANGLING fishing boat, 22 ft. x 8 ft. 2 ft. built 1970. Lose, forward wheelhouse, two berths, mahogany on oak, carvel, 20hp diesel, all electric, compass, sounder and mizzen. Little boat, offers to £7,500. Vessel complete with all gear. £7,500. At present fishing Fleetwood, enquiries telephone: Preston 62472.

EXCELLENT SCANDINAVIAN and GERMAN TRAWLERS for full information contact:

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Master Mariner

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52ft. side trawler, Gardner GLX, 150hp. Diesel and VHF radio on hire. Decca MF radio. Offers. Telephone: Peacockhaven 2588.

28 ft. x 9 ft. 6 in. fishing boat. Ford 4D. Forward wheelhouse, captain, pump, sounder, electrics, rigged out. Trawling. £1,500. Telephone: Eastleigh 2667.

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50ft. steel trawler, built Holland, under 20 tons. Kromhout 150hp with Twin Disc. 31 reduction gear. Masta winch and Lode power block.

50ft. x 9 ft. 6 in. fishing boat. Ford 4D. Forward wheelhouse, captain, pump, sounder, electrics, rigged out. Trawling. £1,500. Telephone: Newhaven 0781-21 5304.

28 ft. x 9 ft. 6 in. fishing boat. Ford 4D. Forward wheelhouse, captain, pump, sounder, electrics, rigged out. Trawling. £1,500. Telephone: Eastleigh 2667.

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STEEL STERN TRAWLER "KIAULL MARREY"

DO. 5.

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